

Washington Traffic Records Committee
Minutes 5.9.05

Mike Alberts – WSP
Dan Belles – WSP
Dave Koch – DIS
Dan Davis - WSDOT
Don Fernandes – DOH
Kirk Gillette – NHTSA
Paul Harker - FHWA
Roger Horton – WSDOT
Nadine Jobe – WSDOT
Roger Kraft – FMCSA
Brian LeDuc – AOC
Brian Limotti – WSDOT
Liana Liu - FHWA
Chris Madill – WSTC

Dirk Marler - AOC
Marcia Marsh – WTSC
Mike Martin - DOL
Randy McKown - AOC
Phil Salzberg – WTSC
Warren Stanley – WSDOT
Kathy Schmidt - DOH
Paul Sullivan - WSDOT
Joann Thompson - DOL
Anna Yamada – WSDOT
Robert Veliz - WSP
Margaret Eby – DOL
Linda Shincke – WSP

Welcome:

Chris Madill began the meeting and the introductions.

PRESENTATION

NHTSA's FastFARS Project – Jennifer Whitted – NATKEK (Va.)

Jennifer Whitted presented an overview of the FastFARS project. The following are the highlights of her presentation. Jennifer explained her role in this project as a NATEK contractor working to help FARS with the technical aspects of the project e.g., moving the information through the necessary processes to meet FastFARS project goals. She is one in a group of developer/engineers dedicated to NHTSA, FARS and MMUCC. She reminded the group how valuable Washington has been as a pilot state for the FastFARS project.

Current Projects

- FastFARS Pilot
- EDT Pilot
- Coming Attractions

Currently the FastFARS is working to incorporate new machines to strengthen the entire system. This will provide more flexibility for analysts and less of a need to focus on the functions of the server.

Old

- Analyst had full control (over info)
- Working on server (lack of security)

New

- Move technological advances on server so people do not have to update virus protection, etc.
- DOT security policies incorporated
- Increased security
- Easier maintenance
- Move toward web based application

Early Notification

- Front end - Case Management System (CSM)
- Back end – Electronic Data Transfer (EDT)
- Business logic
- Global Justice

Other highlights of Early Notification System (ENS):

- Case management information is an arm that will feed the early notification system
- Information will identify “true” fatalities
- MDE = FARS program – necessary before you can enter ENS
- Extensive sorting can be achieved as new facts are added to a case
- Merging with FARS to confirm fatalities is part of the system’s capabilities
- Case management will dump (info) into FARS (once confirmed)
- Data that is not fatality related will be retained so DOT can utilize
- Technology will offer FARS analyst/sponsor states the ability to determine how far down access (to information) will be granted

Highlights of Fatality Accident Reporting System

- FARS information will come in live received via teletype then interface to fax machine – tracks and then FARS scans information and puts into database
- Pilot - moving data on central local repository for data, able to disseminate to GIS, Global Justice, and State Agencies

Case Management System

Case Management System will be rolled out by January 2006 and will be loaded on every machine with only minimum criteria. Screens will show source date from EDT via teletype or EDT screen options. Status screen will show where data is going. States can begin incorporating database with FARS. States can customize fields independent of NHTSA, query on fields, assemble fields, and customize reports.

The source feeding case management is EDT.

EDT information will:

1. Have state specific codes
2. Move through server with state specific crash codes

3. Pass through MMUCC - XML adding crash codes - becoming (MMUCC) compliant
4. Move through EDT Gateway server
5. Finally arrive at DOT (with MMUCC codes as requested by DOT)

Fatality Accident Reporting System FARS

- How many total (fatalities)?
- What creates a fastFARS? Pilot states (WA) will help determine minimum criteria for system
- Front End participants have not been selected - currently in search mode
- FARS Analyst has data via intranet (24 hours old)

Coming Attractions:

1. Data used for FARS, GIS
 - 3D case flow into area
 - Moves from maps to pull up case form
2. MMUCC
3. FARS Coding – Automating how to identify a harmful event through coding further (down the road)
4. FARS intranet
 - FARS analyst – custom services video chat forums will be rolling out in October 2005.
 - Analyst will have data via intranet (only 24 hours old)
5. Public website: not (yet) in the hands of NHTSA; it must go through DOT Analysis before it can be published

INFORMATION AND DISCUSSION

TDCS Evaluation Team Site Visits Report – RFP Evaluation Team (Dan Belles, Mike Alberts, Paul Sullivan)

A vendor has been selected for the Traffic Data Collection Software. The RFP evaluation team stated that IDMS Inc. has been officially selected as the vendor to create a data collection software product for the state.

Background Information: The committee went on two site visits to experience vendor demos, on site, in working departments in the states of Mississippi and Kentucky. Below are the two products up for consideration:

- IDMS
- Visual Statement

The committee expressed appreciation to the Traffic Safety Commission for the opportunity to go out in the field to see the products in action. Tremendous value came from the site visits; they were viewed as extremely productive and produced many practical tips that will increase effectiveness in our state (with regard to data collection). The team notes it was clear the WSTC wanted to be

sure funds were available to do what is necessary to execute our projects thoroughly and correctly.

Jackson Mississippi site: Using VSI software (forms based)

1. Demonstrated VSI
2. Kentucky did not want a wizard based software
3. Very small IT staff and choose to pay VSI for technical support
4. Mississippi forms based program VSI
5. Had just redone forms and want to retain those efforts
6. Text (on screen) was extremely small – difficult to work with
7. Training time 4-6 hours

Frankfurt Kentucky site: Using IDMS software (wizard based)

1. Demonstrated IDMS
2. Deployed IDMS in police department around state well on their way toward implementing e-collision
3. Can offer source code
4. Common Ground
 - Web panel
 - E-commerce
5. Officers provided comments stating they were happy with the software and have no problem with the technology
6. Training time 4-6 hours
7. Advantages of wizard based software
 - queries the user and moves you through the process
 - reduces code errors
 - eliminates omission errors
 - moves left to right
 - fields can be easily added – flexible

Next step is to develop collection requirements for State of Washington.

The team stated that WA has a more sophisticated (decision making) process with more in-depth involvement from stakeholders. The site visit team was encouraged that the current collaborative environment in Washington will ensure success for the project.

eTRIP Projects and Timelines – Chris Madill

Timeline document for eTRIP project will be sent electronically via Chris Madill. The document shows the 13 projects: start and end dates, costs, and status. The document noted state expenditures (to date) to provide a foundation for eTRIP has exceeded \$2.5 million. Next efforts of focus are infrastructure, data systems modifications, and providing hardware/software to officers.

Communication Outreach (LEIRA & WASPC) – Dirk Marler

Dirk Marler has been a part of a traveling road show working with the law enforcement community to foster understanding about eTRIP. He and others (Brian Limotti, Dan Balles, Mike Martin, Mike Alberts, and Robert Veliz) have put together a power point presentation, and called for questions and discussions at various events. The group has attended or will attend the following:

- 3- Flags
- WSP Captains and Executives
- LEIRA
- Washington Association Sheriffs Police Chiefs (WASPC)

Dirk invites others to suggest events for the road show and its goal of clarifying the issues surrounding the eTRIP Initiative

PTCR (Collisions From) Revision - Dan Davis

Dan provided members with a handout and noted that the “draft” stamp has been removed! He recognizes Warren Stanley for his efforts.

Dan called the committee’s attention to the new changes on the form:

- Page 1 # 4, #5: has to do with vehicle classification of a single vehicle vs. commercial vehicle
- Page 4 #11: this is a big issue on the form and will include both federally and non federally recognized tribes
- Page 4 #12: here the wording Sequence of Events will be removed yet WDOT will still collect via the collision analysts
- Page 5 # 13: Add driver distracted codes to the existing Contributing Circumstances list
- Page 5 # 14, #15: recommended to add “other” category (to overlay sheet) to Location Character and Roadway Type
- Page 5 # 16: Reduce the number of Vehicle Actions collected per unit from three to one
- Page 5 #17: add space to indicate if any vehicle in the collision was towed from the scene
- Page 5 #18; remove the box (to be checked) regarding “any vehicle towed”
- Page 5 #19: Add field to indicate if a motor vehicle in the collision was government owned

In closing, the question is asked: Where do we go from here? Vehicle distraction items: consider developing a card to send officers with pick list (of vehicle distractions) until January '06 when mandated by Legislation.

Software will be available to officers in August 05. Citation elements are scheduled to be available to anyone in October 2005.

Motion: To accept PCTR revisions as described by Dan B. so motioned by Joanne Thompson, second provided by Mike Martin. Motion passed.

Electronic Collision Reporting Standards Brian Limotti & Nadine Jobe

Nadine Jobe was acknowledged for suggesting to initiate work to prepare for electronic collisions. Nadine thanked all those who participated in the workgroup and provided input to create the documents to hand over to IDMS Inc.

ISB & Washington's Traffic Records Committee – Chris Madill

Chris Madill has been familiarizing himself with the Information Services Board (ISB), looking into how the TRC fits with their work. ISB is a 15-member board made up of leadership from the state agencies, Legislature, courts, higher education and the private sector. State law directs the ISB to develop standard to govern the acquisition and disposition of equipment, software and purchased services and provide oversight on large projects. The ISB also develops statewide or interagency technical policies and review and approve the statewide IT strategic plans. ISB views the TRC to be doing very interesting work across many agencies, and compliments the committee on their efforts. The ISB is interested in how TRC collaborates across agencies working together toward the successful planning and implementation of a project.

David Koch, DIS, suggested the Director of WTSC offer a short informational presentation to the ISB Board identifying how the group of agencies came together and what is being done with multiple agencies in the state.

2005 Traffic Records Forum – Phil Salzberg

The Traffic Records Forum is a national conference that runs each year and draws ad international audience of those involved with various aspects of traffic records. Members of the TRC are encouraged to attend. The Commission will pay 51% of travel. The conference will be held in Buffalo New York on July 31-August 4 2005. Sign up now!

JIN Technology & Design Principles – Chris Madill

The committee discussed the JIN collaboration with TRC. Law gives the JIN board ability to create and set standards but not authority to require groups to adopt standards. JIN does not have the power to enforce standards; instead, it provides guidance to entities seeking to exchange information with various agencies or organizations. The JIN Technology & Design principles were developed to facilitate an open, standards-based environment to promote

interoperability among agencies statewide. Chris asked that TRC review and adopt the principles today as they relate to traffic records exchange projects.

JIN Technology and Design Principles are written as follows:

Standards - JIN constituents should conform to national, state, and open industry standards wherever possible.

Interoperability- new application should focus on interoperability with the JIN infrastructure and data sharing as part of the design process.

Shared Infrastructure – The JIN community will use shared infrastructure appropriately and leverage existing infrastructure to the fullest extent possible.

Security and Privacy – Disclosure of data is the responsibility of the owner of the data according to applicable laws. Applications, data and security are the responsibility of their respective owners.

Applications and Data Exchanges – Applications that need to exchange data via the JIN should be designed or enhanced to be compatible with the JIN infrastructure.

Reusable Components – Applications should use common, reusable components, data, and designs wherever possible.

Design Principles

Exchanges – Exchanges will be event-driven and timely, and designed to optimize efficiency for publisher and subscribers.

Services – The Justice Information Network is a service provider.

Security – Exchanges will be secure and will comply with all state and federal requirements.

MOTION: Don Fernandes motioned that the TRC adopt the JIN technology and design principles as they relate to traffic records exchange projects. Joanne Thompson offered the second. Motion passed.

Next Meeting: 13 June 2005 at 1:30 p.m.